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25X1A

PRIORITY

SCOPE SAINT V

ANNEX A TO OPRD 3-71

A. SCHEDULE OF EVENTS.

1. U-2R AND C-141 DEPLOYMENT.

U-2R/MSN 0111A

C-141

DEP EDWARDS

20/0200Z OCT

18/2000Z OCT

ARR

20/1420Z OCT

19/1200Z OCT

(NOTE: C-141 WILL HAVE ENROUTE REFUELING STOP AT DOVER

AFB WITH GROUND TIME DELAY TO BE DETERMINED BY ACFT COMDR

SO AS TO ARRIVE NLT CITED DATE AND TIME.)

2. LOCAL TRAINING FLIGHTS.

22/1000Z

22/1400Z

25/1000Z

25/1400Z

(NOTE: 23 AND 26 OCT MAY BE USED AS BACKUP DATES FOR LOCAL TRAINING FLIGHTS.)

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3. U-2R AND C-141 REDEPLOYMENT

25X1C

U-2R/MSN 0121A C-141

 27/0830Z OCT 27/0830Z OCT

ARR EDWARDS 27/2020Z OCT 28/0830Z OCT

(NOTE: C-141 WILL HAVE ENROUTE REFUELING AND CUSTOMS CLEARANCE
STOP AT DOVER AFB WITH ESTIMATED THREE HOUR GROUND TIME BEFORE
LAUNCH FOR EDWARDS.)

E. U-2R DETAILED ROUTE.

1. DEPLOYMENT

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25X1A

PAGE

CMV FUEL REQUIREMENTS AND ALTITUDE PROFILES.

1. DEPLOYMENT AND REDEPLOYMENT, PLAN TO FLY MAXIMUM RANGE CRUISE PROFILE. FUEL REQUIREMENTS AS DETERMINED BY DETACHMENT.
2. LOCAL TRAINING FLIGHTS PLAN TO FLY MAXIMUM ALTITUDE PROFILE. FUEL REQUIREMENTS AS DETERMINED BY DETACHMENT.

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3. MINIMUM FUEL RESERVE AT HI CONE 150 GALLONS.

D. FLIGHT CLEARANCES.

1. THE U-2 DEPLOYMENT AND REDEPLOYMENT FLIGHTS WILL BE BLACK.

C-141 WILL FILE IN ACCORDANCE WITH APPROPRIATE USAF/MAC
DIRECTIVES.25X1 2. FOR U-2 TRAINING FLIGHTS APPROPRIATE
CLEARANCES WILL BE FILED (AIRCRAFT DESIGNATOR U-2 WILL BE UTILIZED).25X1C
25X1A

F. COMMUNICATIONS PROCEDURES.

U-2 CALL SIGN FOR DEPLOYMENT WILL BE REDEPLOYMENT
CALL SIGN WILL BE FURNISHED AT A LATER DATE.

25X1A

G. DIPLOMATIC CLEARANCE. NOT REQUIRED FOR U-2R OR C-141.

H. ABORT CRITERIA.

1. THE PILOT WILL BE BRIEFED THAT THE FAILURE OR MALFUNCTION
OF ANY OF THE FOLLOWING SYSTEMS, ITEMS, OR FLYING SAFETY
FACTORS, WILL BE CAUSE FOR ABORT. IF THE MISSION IS ABORTED
THE AIRCRAFT WILL PROCEED TO THE NEAREST SUITABLE RECOVERY BASE.

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(A) ENGINE

- (1) ENGINE ROUGHNESS OR FLAMEOUT.
- (2) OIL PRESSURE OR TEMPERATURE OUT OF LIMITS.
- (3) FUEL PRESSURE.

A. OUT OF LIMITS.

B. UNEVEN OR UNCONROLLABLE FUEL FEEDING.

(B) ELECTRICAL AND COMMUNICATIONS.

- (1) MAIN AC GENERATOR.
- (2) TACAN AND ADF (ADF ONLY IS NOT CAUSE FOR ABORT).
- (3) LOSS OF UHF AND/OR HF.

(4)

(C) AUXILIARY EQUIPMENT.

- (1) AUTOPILOT.
- (2) HYDRAULIC PRESSURE.
- (3) COCKPIT PRESSURIZATION.
- (4) OXYGEN SYSTEM.

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(D) MISCELLANEOUS.

ANY OTHER MALFUNCTION EITHER SINGLY OR IN COMBINATION
THAT WOULD AFFECT THE SAFETY OF THE MISSION.

I. WEATHER MINIMUMS.

- 25X1C 1. THE FORECAST WEATHER PRIOR TO DEPARTURE FROM EDWARDS FOR THE DEPLOYMENT WILL BE AT LEAST A 500 FT CEILING AND TWO MILES VISIBILITY FOR A PAR OR ASR APPROACH.
2. THE ALTERNATE AIRFIELD WEATHER MINIMUM FOR DEPLOYMENT AND TRAINING MISSIONS WILL BE A CEILING OF AT LEAST 1000 FT OR 500 FT ABOVE THE LOWEST PUBLISHED LANDING MINIMUM, WHICHEVER IS GREATER AND A VISIBILITY OF TWO MILES OR ONE MILE ABOVE THE LOWEST PUBLISHED LANDING MINIMUM, WHICHEVER IS GREATER.
- 25X1C 3. FOR TRAINING MISSIONS THE MINIMUM WEATHER FORECAST FOR WILL BE 500 FT CEILING AND ONE MILE VISIBILITY FOR PAR AND ASR FORECAST.
4. PAR MINIMUM WEATHER FOR U-2 TO INITIATE OR CONTINUE APPROACH WILL BE 200 FT CEILING AND ONE-HALF MILE VISIBILITY. IN NO CASE WILL THE PILOT ATTEMPT TO LAND OR CONTINUE AN APPROACH IF WEATHER CONDITIONS ARE LESS THAN THE PAR MINIMUM.

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J. EMERGENCY PROCEDURES, BASES, SEARCH AND RESCUE.

1. AIR SEA RESCUE SUPPORT FOR OVERWATER PORTIONS OF DEPLOYMENT AND REDEPLOYMENT WILL BE REQUESTED BY PROJ HQS. PILOT WILL REPORT PASSAGE OF POSITION ON UHF AT EACH ORBITING POSITION.

25X1A

2. EMERGENCY BASES.

- (A) EMERGENCY BASES PRIOR TO DEPARTING CONUS AT THE DISCRETION OF THE DETACHMENT COMMANDER; HOWEVER, LORING AFB WILL BE THE PRIMARY ON THE EAST COAST, PLATTSBURG AFB SECONDARY.

25X1C

K. REPORTS REQUIRED.

25X1A

1. FOR DEPLOYMENT AND REDEPLOYMENT ARE REQUIRED. DAILY TRAFFIC IS REQUIRED DURING STAY

25X1A

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25X1A

PRECEDENCE MESSAGE OF THE FOLLOWING:

(A) ARRIVAL AND DEPARTURE TIMES OF C-141

(B) ARRIVAL TIMES FOR C-130S TO INCLUDE AMOUNT OF SPECIAL FUEL AND/OR EQUIPMENT TO BE DELIVERED.

L. SPECIAL PROCEDURES AND INSTRUCTIONS.

25X1A 1. COMMANDER IS TO ADVISE PROJ HQS THE NAMES OF PILOTS SCHEDULED FOR EACH MISSION.25X1C 2. LOCAL AND FLIP FLIGHT PROCEDURES WILL APPLY ON
25X1C MISSIONS FLOWN AND THE DEPLOYED TASK FORCE
COMMANDER (5DTFC) IS RESPONSIBLE FOR ASSURING PILOTS ARE BRIEFED ON THESE PROCEDURES.3. DTFC IS AUTHORIZED TO BRIEF LOCAL CRASH RESCUE CREWS ON GROUND EGRESS PROCEDURES.

25X1C

4. USAF MARKINGS WILL BE PLACED ON U-2 (I.E., SMALL TYPE STARS AND BARS ON THE APPROPRIATE PLACE ON WINGS AND FUSELAGE, PLUS USAF TAIL MARKINGS (68-7333).

5. SYSTEM 17 AND 21 TAPES WILL BE LOADED ON REDEPLOYING C-141 SO AS TO BE READILY AVAILABLE FOR OFF LOADING AT DOVER AFB.

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5. DETACHMENT WILL DEPLOY WITH SUFFICIENT FILM FOR TWO TRAINING FLIGHTS PLUS TWO 6500 FT ROLLS FOR ONE ADDITIONAL MISSION.

- 25X1A 7. COMMANDER/DTCF, AS APPROPRIATE, IS AUTHORIZED TO DELAY DEPLOYMENT AND REDEPLOYMENT UP TO ONE HALF HOUR FROM SCHEDULED DEPARTURE. PROJ HQS WILL BE ADVISED OF ANY ANTICIPATED OR ACTUAL DELAYS.

8. TRACKER CAMERA WILL BE UTILIZED ON TRAINING MISSIONS. TRACKER FILM WILL BE RETURNED TO FOR EVALUATION.

25X1A

9. FLIGHT TRACKS FOR TRAINING FLIGHTS AND TAKE HANDLING INSTRUCTIONS WILL BE FORWARDED VIA SEPARATE MESSAGE.

- 25X1A 10. WILL DETERMINE POINT OF SAFE RETURN (PSR) FOR DEPLOYMENT AND REDEPLOYMENT ROUTES AND PROVIDE PROJ HQS WITH THIS INFORMATION.

- 25X1A M. FOR REQUEST THE FOLLOWING INFORMATION BE FORWARDED TO PROJ HQS WHEN KNOWN:

1. C-141 TAIL NUMBER
2. CALL SIGN
3. NAMES, RANK, SSN AND SECURITY CLEARANCES OF C-141 CREW MEMBERS.

T O P S E C R E T